

SPECIFICATION AMENDMENTS:

Please replace the paragraphs on page 1, lines 4 through 27, with the following amended paragraphs:

--The present invention relates to an aircraft, and especially relates to an a unique structural new type of aircraft.

Background of the Invention

It has been over 100 years since the ~~"Reiter" brother~~ Wright brothers in U.S invented an aircraft whose theory of aircraft lift was based on the wing structure of ~~circular on a curved~~ top & flat ~~on~~ bottom. With this wing structure of ~~circular on top~~ & flat ~~on~~ bottom, the resistance was decomposed to a downward "ballast force" in aircraft high velocity flight, so the safety and reliability in high velocity flight was ensured. The ballast force is proportional to the flight velocity and the aircraft could keep the smooth & effective controlling even in high velocity flight. The aircraft, ~~However~~ however, may loop the loop and even ~~flight turn~~ flip over in the sky, in this way, the wing structure of ~~circular on~~ having a curved top & flat ~~on~~ bottom produced no so called "lift force" but a downward "ballast force" with which the high velocity flight of aircraft was ensured in practice. And this point may be clear from the flight orbit of aircraft. In view of this, the invention put forwards a new lift theory absolutely different from the one of ~~"Reiter" brother's~~ the Wright brothers'.

Brief Description of the Invention

This invention is based on repudiating the lift theory raised by the "Reiter" brother Wright brothers in U.S and establishing a absolutely new "acting force & reacting force" lift theory, and supplies a new type aircraft whose lift force is increased in flight with benefits of more load, shortened takeoff & landing distance and decreased safe peril to aircraft caused by the shear transformation of wind in flight.--

Please replace the paragraph bridging pages 2 and 3 with the following amended paragraph:

-- Embodiment: Manufacturing the The aircraft profile as Fig.1 is made with a corrugated area 1-1 on the ventral of airframe1, making the airframe 1. The airframe 1 to has an oblate (oval) profile as Fig.2. There are uneven friction areas 2-1 on the underside surface of wing 2 and the friction areas 2-1 are for increasing the friction factor in flight, there flight. There are fireproof & anti-wear layers 3 of 0.2-0.3cm thick on the envelopes of the ventral of airframe 1 and friction areas 2, and the fireproof & anti-wear layers have are tire rubber material of high carbon contents. The aircraft produces big friction with air in high velocity flight; for the huge weight of aircraft and based on the "acting force & reacting force" relationship in the Newton Mechanics, the reacting force rubbing with air under wing 2 and ventral is acting onto the airframe1 as Fig.2 shows and the lift is increased to realize this invention purpose.--